

1. A method for the controlled switching off of a spark ignition internal combustion engine having at least one combustion chamber formed by a cylinder and a piston, and having an associated combustion air intake system having at least one of a throttle valve and a variable gas metering system, the engine being coupled to an engine controller, said method comprising:

opening the throttle valve at least once during the switching off operation of the engine.

2. The method as claimed in claim 1, further comprising:
closing the throttle valve at least once during the switching off operation of the internal combustion engine.

3. The method of claim 1 wherein said throttle valve actuation is based on a rotational speed signal.

4. The method of claim 1 wherein said throttle valve actuation is based on an intake manifold pressure signal is used to actuate the throttle valve.

5. The method of claim 1 wherein said throttle valve actuation is based on at least one of a crankshaft rotational angle signal and a camshaft rotational angle signal.

6. The method of claim 1, further comprising:
opening the throttle valve during the last intake process of the cylinder which later, when the engine is stationary, is the compression cylinder.

7. The method of claim 1, further comprising:

opening the throttle valve during the last intake process of the cylinder which later, when the engine is stationary, is the expansion cylinder.

8. An engine system for the controlled switching off of a spark ignition internal combustion engine having at least one combustion chamber formed by a cylinder and a piston, said system comprising:

an air intake system having a throttle valve; and

an engine controller electronically coupled to the engine and said throttle valve, said controller causing said throttle valve to open at least once during the switching off operation of the engine.

9. The engine system of claim 8 wherein said controller bases said throttle valve opening on at least one of: on a rotational speed signal and an intake manifold pressure signal.

10. The engine system of claim 8, wherein said controller causes said throttle valve to open during the last intake process of a particular cylinder, said particular cylinder being on a compression stroke when the engine comes to a standstill.

11. The engine system of claim 8, wherein said controller causes said throttle valve to open during the last intake process of a particular cylinder, said particular cylinder being on an expansion stroke when the engine comes to a standstill.